



FILE NO. COR2009/206

CITY OF RYDE

RYDE TRAFFIC COMMITTEE

MEMBERS

City of Ryde, Roads and Maritime Services, NSW Police (Ryde LAC)
Member for Ryde – Delegate
Member for Lane Cove – Delegate
Member for Epping – Delegate

COUNCIL REPRESENTATIVE

Mr G Dedes (Group Manager - Public Works) delegated to the meeting Chair

ADVISERS

Sydney Buses

Committee members and advisers are invited to attend the next meeting of the Traffic Committee, or alternatively forward comments on any matter by email to (nfard@ryde.nsw.gov.au attention Nina Fard) by COB Monday 27 January 2015. If no comments are received it is proposed to deal with the matters in accordance with the agenda recommendations.

Councillors with an interest in any agenda item should forward comments by email (nfard@ryde.nsw.gov.au attention Nina Fard) by COB Monday 27 January 2015.

AGENDA FOR THE RYDE TRAFFIC COMMITTEE MEETING

**VENUE: CIVIC CENTRE
LEVEL 5, ROOM 2
1 DEVLIN STREET
RYDE**

DATE: THURSDAY 29 JANUARY 2015

TIME: 10.00 AM

VISITOR/S -

STATE MEMBERS

State Electorate – Ryde	7	Items	10.00am
State Electorate – Lane Cove	1	Items	10.00am
State Electorate – Epping	0	Items	10.00am

Should the above times not be suitable please make alternate arrangements with other members and advise Ms N Fard (Telephone 9952 8383) of revised schedule.

RYDE TRAFFIC COMMITTEE

Thursday 29 January 2015

ITEM NO. 1

SUBJECT: CONSTITUTION ROAD, MEADOWBANK – NO PARKING
STATE ELECTORATE: RYDE
CCL WARD: CENTRAL
REF: D14/81678 **OFFICER:** P BASTAWROUS

REQUEST:

Council has received written correspondence requesting the installation of 'No Parking' signage along the frontage No.43-51 Constitution Road, Meadowbank, to improve access to the cul-de-sac.

CONTEXT:

1. The width of this section of Constitution Road is 3.5 metres.
2. The standard width required for a travelling lane is 3.0 metres.
3. The width of a standard sedan is of the order of 2 metres, mirror to mirror.
4. Total width of two (2) vehicles is of the order of 4 metres.
5. Emergency Services require unobstructed access at all times.

LEGISLATION, STANDARDS AND GUIDELINES:

ARR Part 12 Division 2 Rule 168 No Parking signs

ROAD FUNCTION:

Local

CONSULTATION:

Survey conducted with No.43-51 (5 Properties). Majority in favour.

DISCUSSION:

Following an investigation, and considering the key issues of access by both local road users and emergency services, it is identified that the width of this section of Constitution Road is not adequate to accommodate any parking.

After discussions with the residents, the instance of long term parking does not occur frequently, however when it does, there is no opportunity for vehicles to pass around the stationary vehicle.

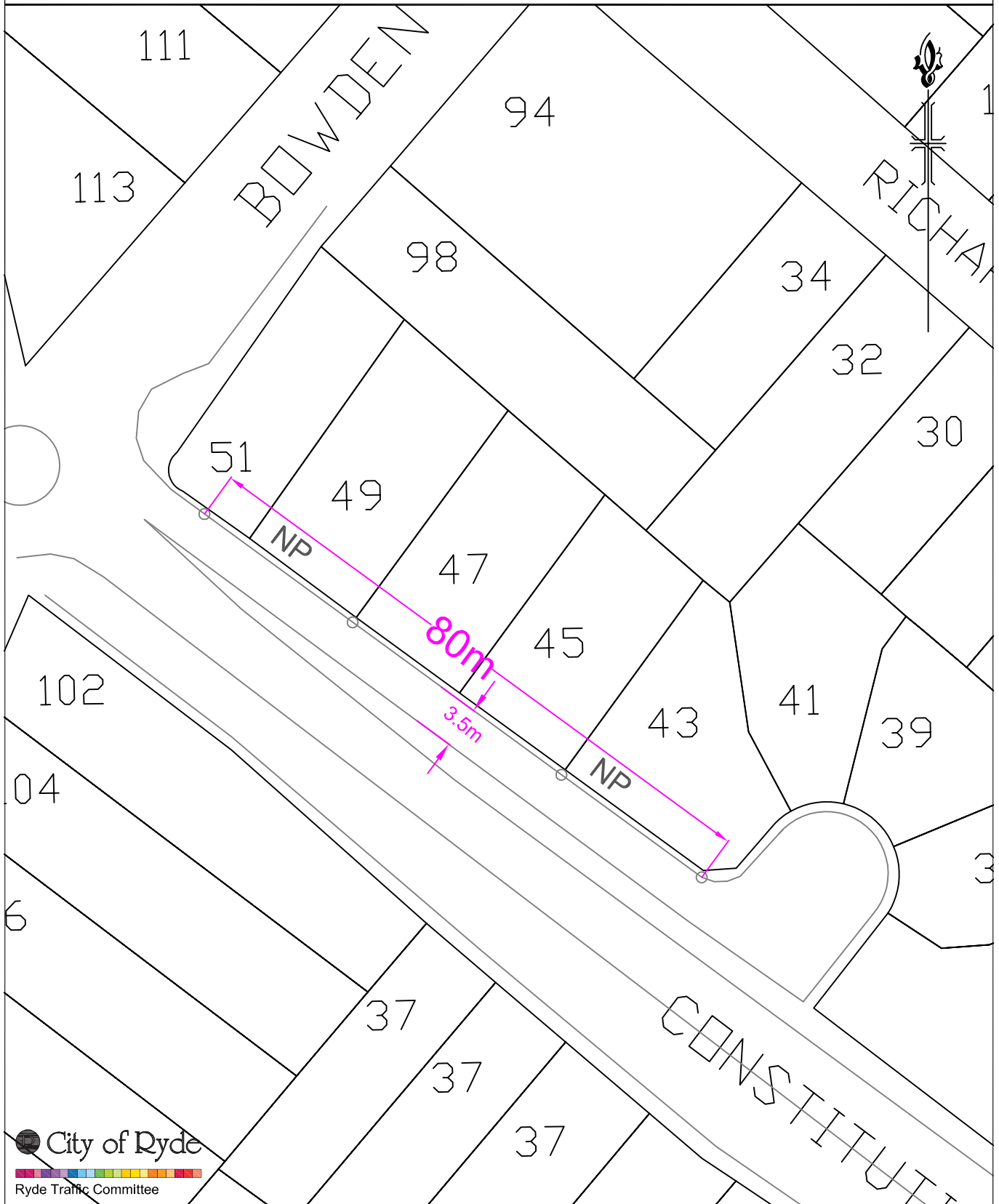
It is proposed to install 'No Parking' signage along the frontage of No.43-51 Constitution Road in order to restrict parking whilst still allowing for drop-off and pick-up of goods and or local residents.

A consultation was undertaken with the affected residents with three (3) in favour of the proposal and two (2) providing no response. a total of 5 residents were surveyed with a majority in favour of the implementation of the proposed scheme.

COMMITTEE RECOMMENDATION:

That Council implement 'No Stopping' along the frontage of No.43-51 Constitution Road, Meadowbank.

(Annexure A attached)



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND		NEW SIGN INVENTORY			
		NO	TYPE	ARROW	TIME OPERATIONS
UNR - Unrestricted	Ticket - Metered Parking	1	NP	L	
NSt - No Stopping	1P - One hour parking	1	NP	R	
NP - No Parking	1/4P - 15 minute parking	2	NP	BOTH	
LZ - Loading Zone	90d - Angle parking				
BZ - Bus Zone	BS - Bus Stop				
TZ - Taxi Zone	MC - motorbike parking				
DP - Disabled Parking	Ch - Chainage				
RP - Resident Parking	PP - Power pole				

RYDE TRAFFIC COMMITTEE

Thursday 29 January 2015

ITEM NO. 2

SUBJECT: BOWDEN STREET, MEADOWBANK – 1P TIMED PARKING
RESTRICTIONS

STATE ELECTORATE: RYDE

CCL WARD: CENTRAL

REF: D15/4374

OFFICER: P BASTAWROUS

REQUEST:

Council has received written correspondence from local business operators requesting one (1) hour parking restrictions.

CONTEXT:

1. A request has been submitted from the business operators requesting additional one (1) hour parking restrictions.
2. The local roads in close proximity have unrestricted parking.
3. The unrestricted parking spaces are generally occupied by TAFE students and train commuters.
4. The local business operates between the hours of 7am and 5pm.
5. TAFE students and commuters generally park in the unrestricted spaces during weekdays.

LEGISLATION, STANDARDS AND GUIDELINES:

ARR Part 12 Division 7 Rule 205A Parking outside times indicated

ROAD FUNCTION:

Local

CONSULTATION:

The local business and resident affected by the proposal are in favour.

DISCUSSION:

Following an investigation, and considering the key issues of customer turnover raised by local business operators, it was identified that the customers of the local business are often unable to obtain a parking space during the operating hours of the local business. This has been noted as being due to the amount of unrestricted parking in the locality. Due to the amount of unrestricted parking, this area has been utilised predominantly by TAFE students and commuters of the local train station.

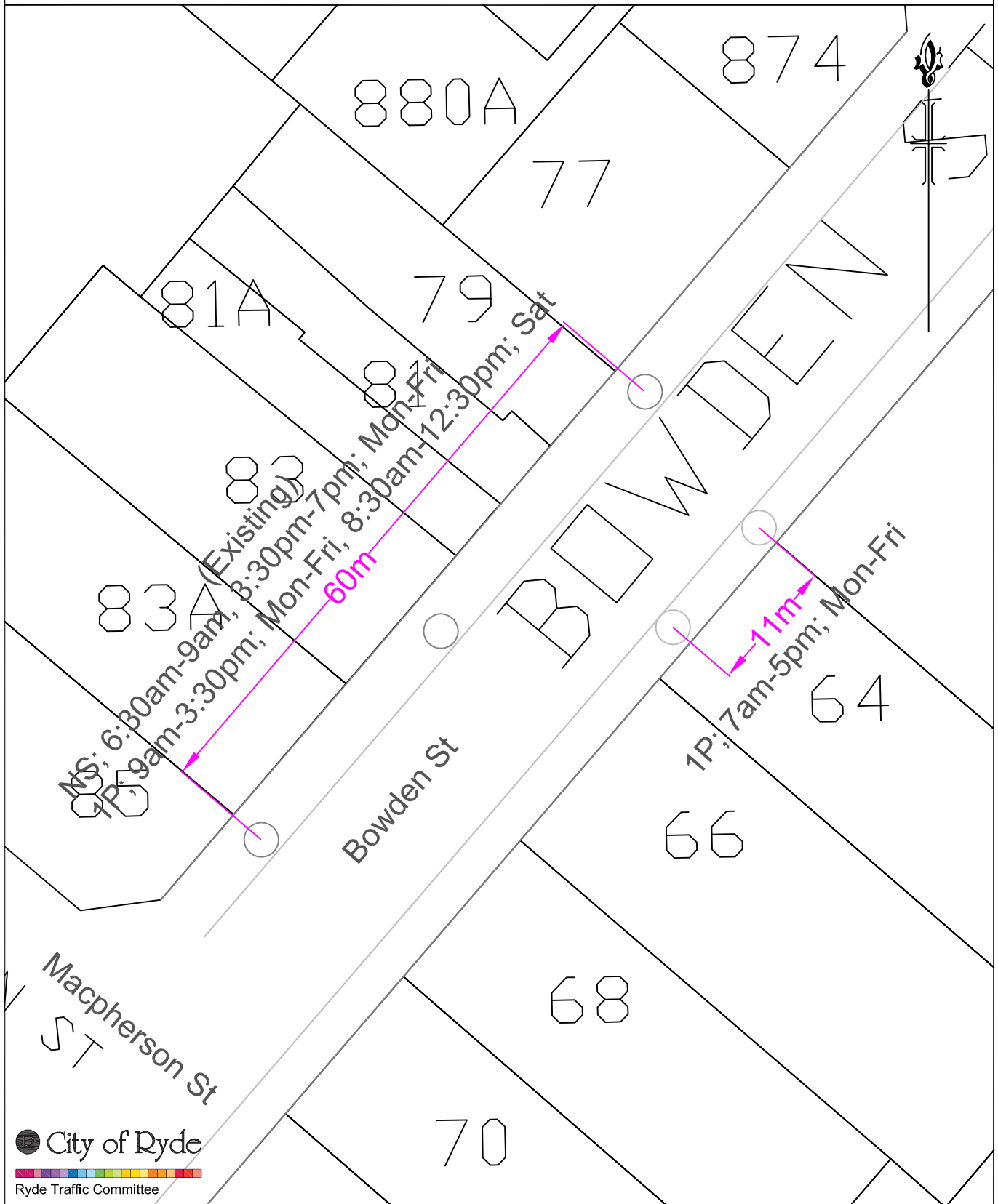
In order to assist with the turnover of customers, it is recommended to implement "1P; 7am-5pm; Mon-Fri" along the frontage of 64 Bowden Street, Meadowbank. See **Annexure A** attached. This area will allow two (2) vehicles to park.

Consultation was undertaken with the affected resident who was in favour of the proposal.

COMMITTEE RECOMMENDATION:

That Council install "1P; 7am-5pm; Mon-Fri" signage along the frontage of 64 Bowden Street, Meadowbank.

(Annexure A attached)



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND		NEW SIGN INVENTORY			
		NO	TYPE	ARROW	TIME OPERATIONS
UNR - Unrestricted	Ticket - Metered Parking	1	1P	L	7am-5pm; Mon-Fri
NSt - No Stopping	1P - One hour parking	1	1P	R	
NP - No Parking	1/4P - 15 minute parking				
LZ - Loading Zone	90d - Angle parking				
BZ - Bus Zone	BS - Bus Stop				
TZ - Taxi Zone	MC - motorbike parking				
DP - Disabled Parking	Ch - Chainage				
RP - Resident Parking	PP - Power pole				

RYDE TRAFFIC COMMITTEE

Thursday 29 January 2015

ITEM NO. 3

SUBJECT: MIDWAY ROUNDABOUT, RYDE – TRAFFIC MANAGEMENT
OPTIONS PAPER (TMOP),

STATE ELECTORATE: RYDE

CCL WARD: CENTRAL/WEST

REF: CRS2009/2048

OFFICER: P BASTAWROUS

REQUEST:

Council has received multiple written correspondences to remove the recently installed speed cushions at the Midway Roundabout, Ryde.

CONTEXT:

1. The 'Midway' roundabout is a kidney-shaped roundabout located within the City of Ryde at the North Road / Lovell Road / Quarry Road / Cecil Street intersection on the border of the suburbs Denistone East and Ryde.
2. A number of concerns were raised regarding the accessibility of the roundabout for both pedestrians and vehicles.
3. It was noted that pedestrians tended to cross at the midpoint as it was the shortest route to travel to the midway shops.
4. It was visually inspected that the vehicles exiting the driveway of the carpark also had reduced opportunities to exit. This was noted as being due to vehicles speeds being higher in the southbound direction. This was associated with the nature of the roundabout providing a minor manoeuvre meaning that cars did not have to slow down to navigate this section of the roundabout.
5. In response to these concerns, Bitzios Consulting was commissioned in 2013 by the City of Ryde to undertake an investigation in testing various options to improve pedestrian safety at the 'Midway' roundabout, as well as access to the Midway shops as part of the Ryde Traffic Facilities Renewal project.
6. SIDRA intersection analysis was done and the following key conclusions and recommendations from this study were as follows:
 - a. No significant evidence supported the need for a mid-block pedestrian crossing facility at the roundabout;
 - b. Recommendation of upgrading the existing pedestrian refuge to the current standard; and
 - c. Recommendation of implementing speed cushions on both approaches to the refuge, as well as upstream of the parking exit to reduce the speed of southbound movements.
7. Based on the recommendations, Council have adopted the recommendation for speed cushions and have installed them at the roundabout.
8. Council has since requested a review of the roundabout to assess the operation post implementation of the speed cushions.
9. The roundabout services in excess of 2000 vehicles in the peak hour.

LEGISLATION, STANDARDS AND GUIDELINES:

ARR Part 9 - Roundabouts

Guide to Road Design Part 4B: Roundabouts; Section 1.3 – Road Safety

Guide to Road Design Part 4B: Roundabouts; Section 3.2.2 – Site Visibility Criteria; Criterion 2

ROAD FUNCTION:

Local

CONSULTATION:

All parties were informed that a review will be undertaken.

(Annexure A attached)

RYDE TRAFFIC COMMITTEE

Thursday 29 January 2015

DISCUSSION:

Following an investigation, and considering the key issues of pedestrian safety, speed and accessibility, Council commissioned Bitzios Consulting to undertake a review of the Midway Roundabout post-implementation of the Speed Cushions.

These speed cushions were installed in May 2014 as part of the Traffic Facilities Renewal Program for the 2013/14 period. In accordance with standard procedures, adequate consultation was sent to the affected residents and shop operators. No objections were raised regarding the proposal.

Concerns were raised by multiple residents who resided outside the zone of influence. They requested the removal of the cushions on several grounds being that they were not needed and that they were impacting the traffic flow negatively. All those who raised concerns were informed that a post-implementation review would be undertaken to determine the effectiveness of the speed cushions, and that the findings would be tabled at the most practicable Ryde Traffic Committee Meeting to discuss whether the Midway Roundabout configuration should be altered.

The SIDRA results of the Bitzios report show that there is very little difference in the operation of the roundabout as a result of the speed cushions. Delays and consequent long queues are still evident on Quarry Road in the PM peak in both cases, and are most likely a result of the nature of the roundabout with the Quarry Road approach giving way to southbound traffic already in the roundabout. The length of queues in the 2013 case are slightly higher than the 2014 (with speed cushions) case. This is likely to be a result of the small variation in observed traffic volumes making the U-turn movement at the southern end of the roundabout.

It is noted that the modelling indicates longer queues on the Lovell Street approach in the morning peak. As a sensitivity test this was modelled without the speed cushions using the 2014 volumes. The model actually indicated a modest increase in queue lengths without the speed cushions.

The report prepared by Bitzios concludes that:

Based on the two site observations and SIDRA modelling results, the following conclusions have been made:

1. Traffic volumes at the Midway roundabout have not changed significantly between 2014 and 2013;
2. The speed cushions did not appear to create any significant congestion through the roundabout based on observations;
3. Modelling indicates that the roundabout was operating at Level of Service C or better;
4. Delays experienced at the roundabout are primarily associated with the heavy traffic volumes entering the roundabout, as opposed to the reduction of speed at the speed cushions;
5. The speed cushions effectively reduce speeds near the pedestrian refuge, thus effectively improving the pedestrian safety at the roundabout.

Visual inspection by Council's Officers has also confirmed the accessibility concerns being that vehicles were slowing down on approach to the cushions which enables pedestrians to cross with more gap acceptance. Further, the speed reduction has also enabled vehicles to exit the driveway of the car park of the Midway Shops with a greater gap acceptance.

Therefore it can be noted that the speed cushions are effectively achieving their purpose. They are reducing traffic speeds on all approaches, providing equitable access opportunities for all approaches and improving pedestrian safety at all crossing points.

(Annexure A attached)

RYDE TRAFFIC COMMITTEE

Thursday 29 January 2015

The full report has been attached, see **Annexure A**.

COMMITTEE RECOMMENDATION:

That Council maintain the current configuration of the Midway Roundabout.



MIDWAY ROUNDABOUT 'SPEED CUSHION' ASSESSMENT

FOR

CITY OF RYDE



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DOCUMENT CONTROL SHEET

Issue History

Report File Name	Prepared by	Reviewed by	Issued by	Date	Issued to
P1911.001R Midway Roundabout Assessment	J. Smith	S. Read	S.Read	18/12/2014	Patrick Bastawrous, City of Ryde

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Figure 2.1:	2014 Surveyed Peak Hour Volumes
Figure 2.2:	2013 Previously Surveyed Peak Hour Volumes (No Speed Cushions)

Appendices

Appendix A:	Traffic Surveys
Appendix B:	Detailed SIDRA Results

1. INTRODUCTION

1.1 INTRODUCTION

Bitzios Consulting has been commissioned by the City of Ryde to review the effects of the speed cushions on the operation of the Midway Roundabout, Denistone East. This report presents the findings of the review including a summary of site observations and comparisons of before and after operation of the intersection.

1.2 SUBJECT SITE

The 'Midway' roundabout is a kidney-shaped roundabout located within the City of Ryde at the North Road / Lovell Road / Quarry Road / Cecil Street intersection on the border of the suburbs Denistone East and Ryde (see Figure 1.1).



Figure 1.1: Subject Roundabout (with speed cushion locations) *Image Source: SixMaps*

1.3 PREVIOUS STUDY

Bitzios Consulting was previously commissioned in 2013 by the City of Ryde to undertake an investigation in testing various options to improve pedestrian safety at the 'Midway' roundabout, as well as access to the Midway shops as part of the Ryde Traffic Facilities project. This study was titled *City of Ryde Traffic Facilities Renewal Program: Part B Midway Roundabout Traffic Management Options Paper (TMOP)* and

was issued to Council on 28 June 2013. SIDRA intersection analysis was done and the following key conclusions and recommendations from this study were as follows:

- No significant evidence supported the need for a mid-block pedestrian crossing facility at the roundabout;
- Recommendation of upgrading the existing pedestrian refuge to the current standard; and
- Recommendation of implementing speed cushions on both approaches to the refuge, as well as upstream of the parking exit to reduce the speed of southbound movements.

1.4 OVERVIEW OF ISSUES

Based on the recommendations, Council have adopted the recommendation for speed cushions and have installed them at the roundabout. Council has since requested a review of the roundabout to assess the operation post implementation of the speed.

1.5 PROCESS

The following process was involved in reviewing the operation of the roundabout:

- Site observations in the AM and PM peak to inspect existing traffic operations with the speed cushions in place;
- Review and compare traffic volumes before and after the implementation of the speed cushions (using traffic counts supplied by Council);
- Run SIDRA modelling of the roundabout, with a downstream effect to allow for effects of speed cushions; and
- Compare SIDRA results to assess any significant traffic impacts associated with the speed cushions.

2. TRAFFIC CONDITIONS

2.1 TRAFFIC VOLUMES

Traffic surveys were conducted by TTM Group on Wednesday 10 September 2014 for the AM and PM peak periods for two hours. The surveyed peak periods were:

- AM peak: 0700 – 0900; and
- PM peak: 1600 – 1800.

Detailed survey results are provided in Appendix A.

The traffic peak hour at the Midway roundabout was estimated to be 8:00am – 9:00am in the morning peak and 5:00pm – 6:00pm in the evening peak. The survey volumes are shown in Figure 2.1. Previous counts from June 2013, without the installed speed cushions, are shown in Figure 2.2.

The counts show that traffic volumes have not changed significantly before and after the installation of the speed cushions.

2.2 SITE OBSERVATION

Two site visits were conducted to observe the traffic conditions and operation of the roundabout for the AM and PM peak. The site visits were conducted on Monday 8 December (AM) and Wednesday 10 December (PM). The following observations were recorded:

- Queues were observed on Lovell Road in the AM and PM peaks, and on Quarry Road in the PM peak;
- The roundabout was observed to be operating reasonably and, the speed cushions did not appear to cause any additional congestion;
- The speed cushions effectively prevented traffic from speeding through the roundabout, whilst still allowing traffic to flow constantly;
- Pedestrians were still required to wait long periods before it was safe to cross, sometimes as a result of a vehicle stopping and giving way voluntarily; and
- The short right turn slip lane on North Road into the Midway shops was inefficient, especially for vehicles entering from Lovell Road, with vehicles often taking up the whole width of the road.

2.3 SIDRA INTERSECTION ANALYSIS

SIDRA intersection analysis was undertaken for the existing roundabout. As discussed in the previous study, the Midway roundabout operates effectively as two closely spaced roundabouts (northern and southern). Hence, the roundabout was modelled as two separate roundabouts with some movements removed, and included the implementation of the speed cushions in place. To effectively replicate the effects of the speed cushion, a downstream effect was applied by reducing the approach speed and exit speed (50km/h down to 20km/h) for the section between the two 'internal' roundabouts.

It should be noted that due to new versions of the SIDRA software, the outputs of the 2013 Base case (i.e. with no speed cushions), have changed slightly compared to previous results.

The SIDRA results for both the existing AM and PM peak hours are summarised in Table 2.1 and 2.2. Table 2.3 and 2.4 show results for the pre-existing case without the speed cushions in place for both the AM and PM peak. Detailed SIDRA analysis results are provided in Appendix B.

Table 2.1: Midway Roundabout Existing Performance – 2014 AM Peak

Movement	Demand (veh/h)	Degree of Saturation (DoS)	Average Delay (sec)	Level of Service	95% Back of Queue (m)
Northern Midway Roundabout					
South Approach	990	0.574	4.8	LOS A	0.0
North Road (north)	353	0.421	10.5	LOS A	21.8
Lovell Road	685	0.755	16.6	LOS B	72.2
ALL VEHICLES	2028	0.755	9.8	LOS A	72.2
Southern Midway Roundabout					
North Road (south)	394	0.475	11.5	LOS A	26.9
Quarry Road	419	0.526	13.8	LOS A	32.9
Parking Exit	33	0.041	8.7	LOS A	1.4
North Approach	825	0.477	1.8	LOS A	0.0
Cecil Street	102	0.177	14.4	LOS A	8.2
ALL VEHICLES	1773	0.526	7.6	LOS A	32.9

Table 2.2: Midway Roundabout Existing Performance – 2014 PM Peak

Movement	Demand (veh/h)	Degree of Saturation (DoS)	Average Delay (sec)	Level of Service	95% Back of Queue (m)
Northern Midway Roundabout					
South Approach	1141	0.661	3.5	LOS A	0.0
North Road (north)	642	0.628	11.0	LOS A	44.5
Lovell Road	486	0.463	8.8	LOS A	22.0
ALL VEHICLES	2269	0.661	6.8	LOS A	44.5
Southern Midway Roundabout					
North Road (south)	301	0.496	15.7	LOS B	30.4
Quarry Road	565	0.821	32.6	LOS C	103.7
Parking Exit	58	0.077	10.1	LOS A	2.8
North Approach	934	0.540	1.4	LOS A	0.0
Cecil Street	16	0.038	17.4	LOS B	1.8
ALL VEHICLES	1874	0.821	13.5	LOS A	103.7

Table 2.3: Midway Roundabout Base Performance – 2013 AM Peak

Movement	Demand (veh/h)	Degree of Saturation (DoS)	Average Delay (sec)	Level of Service	95% Back of Queue (m)
Northern Midway Roundabout					
South Approach	983	0.570	2.5	LOS A	0.0
North Road (north)	373	0.488	7.1	LOS A	4.0
Lovell Road	740	0.836	18.5	LOS B	14.8
ALL VEHICLES	2096	0.836	8.9	LOS A	14.8
Southern Midway Roundabout					
North Road (south)	392	0.468	6.6	LOS A	26.2
Quarry Road	406	0.523	10.2	LOS A	31.8
Parking Exit	61	0.081	7.4	LOS A	3.0
North Approach	923	0.534	2.5	LOS A	0.0
Cecil Street	108	0.186	9.6	LOS A	8.6
ALL VEHICLES	1890	0.534	5.6	LOS A	31.8

Table 2.4: Midway Roundabout Base Performance – 2013 PM Peak

Movement	Demand (veh/h)	Degree of Saturation (DoS)	Average Delay (sec)	Level of Service	95% Back of Queue (m)
Northern Midway Roundabout					
South Approach	1239	0.718	2.4	LOS A	0.0
North Road (north)	617	0.603	5.7	LOS A	40.3
Lovell Road	558	0.548	7.0	LOS A	30.2
ALL VEHICLES	2414	0.718	4.3	LOS A	40.3
Southern Midway Roundabout					
North Road (south)	342	0.633	17.9	LOS B	47.1
Quarry Road	584	0.878	39.5	LOS C	141.6
Parking Exit	35	0.049	8.1	LOS A	1.8
North Approach	997	0.576	2.8	LOS A	0.0
Cecil Street	21	0.061	16.7	LOS B	3.0
ALL VEHICLES	1979	0.878	16.5	LOS B	141.6

2.4 ANALYSIS OF RESULTS

The SIDRA results show that there is very little difference in the operation of the roundabout as a result of the speed cushions. Delays and consequent long queues are still evident on Quarry Road in the PM peak in both cases, and are most likely a result of the nature of the roundabout with the Quarry Road approach giving way to southbound traffic already in the roundabout. The length of queues in the 2013 case are slightly higher than the 2014 (with speed cushions) case. This is likely to be a result of the small variation in observed traffic volumes making the U-turn movement at the southern end of the roundabout.

It is noted that the modelling indicates longer queues on the Lovell Street approach in the morning peak. As a sensitivity test this was modelled without the speed cushions using the 2014 volumes. The model actually indicated a modest increase in queue lengths without the speed cushions.

3. CONCLUSIONS

Based on the two site observations and SIDRA modelling results, the following conclusions have been made:

- Traffic volumes at the Midway roundabout have not changed significantly between 2014 and 2013;
- The speed cushions did not appear to create any significant congestion through the roundabout based on observations;
- Modelling indicates that the roundabout was operating at Level of Service C or better;
- Delays experienced at the roundabout are primarily associated with the heavy traffic volumes entering the roundabout, as opposed to the reduction of speed at the speed cushions;
- The speed cushions effectively reduce speeds near the pedestrian refuge, thus effectively improving the pedestrian safety at the roundabout.

RYDE TRAFFIC COMMITTEE

Thursday 29 January 2015

ITEM NO. 4

SUBJECT: ANGAS STREET, MEADOWBANK – NO PARKING AT THE FRONTAGE OF 3-13 ANGAS STREET ON FARADAY LANE

STATE ELECTORATE: RYDE

CCL WARD: CENTRAL

REF: LDA2013/390

N FARD

REQUEST:

The developer of the site at 3-13 Angas Street, Meadowbank is seeking Council's approval to install 'No Parking' along the Faraday Lane frontage of 3-13 Angas Street, Meadowbank and install 'Give Way' line marking and associated signage on Faraday Lane at the intersection with Underdale lane, in order to obtain their Occupation Certificate.

CONTEXT:

1. As part of the conditions of consent for the site a 'No Parking' Zone is to be implemented along the frontage of the site on Faraday Lane.
2. Larger vehicles are expected to use the laneway in order to access the businesses located at the end of Faraday Lane.
3. The width of Faraday Lane is 6m kerb to kerb.
4. If cars are parked on either side of Faraday Lane, a Heavy Rigid Vehicle will not be able to enter Faraday Lane and will not be able to service the mentioned businesses.
5. As part of the conditions of consent for the site 'Give Way' line marking and associated signage are to be installed on Faraday Lane at the intersection of Underdale Lane.
6. Parking controls in Angas Street will be further studied and a report will be submitted to March RTC with parking plans which take in to account future developments and parking requirements of Angas Street and the surrounding Streets. The developers will be required to implement these parking changes, subject to RTC approval.

LEGISLATION, STANDARDS AND GUIDELINES:

ARR Part 12 Division 2 Rule 168 No Parking signs

ARR Part 12 Division 8 Rule 208 Parallel parking on a road

ARR Part 7 Division 1 Rule 69 Giving way at a give way sign or give way line

ROAD FUNCTION:

Local

CONSULTATION:

Applicants are the only persons affected

DISCUSSION:

As part of the Conditions of Consent for the development at 3-13 Angas Street, Meadowbank, a 'No Parking' zone is to be implemented out the frontage of this development on Faraday Lane. Faraday Lane is 6 metres wide kerb to kerb and is the truck route associated with the Hartland Cables parking lot at No.5A and Auto Body Workshop at No.1 Faraday Lane, Meadowbank.

It has been determined that in order to maintain two way access on Faraday Lane, parking will have to be removed for 120 metres along the frontage of 3-13 Angas Street.

The current procedure adopted by the developer is to stop parking at the frontage of the site by using traffic safety cones along the length of the construction site. This provision of a 'No Parking' zone will provide a safer access to Faraday Lane before the residential properties at this site are occupied.

(Annexure A attached)

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The length of this 'No Parking' Zone will be 120m between the statutory 'No Stopping' zone, 10 metres from the intersection of Underdale Lane, and the end of the laneway.

As part of the Conditions of Consent for the development at 3-13 Angas Street, Meadowbank, 'Give Way' line marking and a supplementary 'Give Way' sign are to be installed on Faraday Lane at the intersection of Underdale Lane as shown in **Annexure A**.

COMMITTEE RECOMMENDATION:

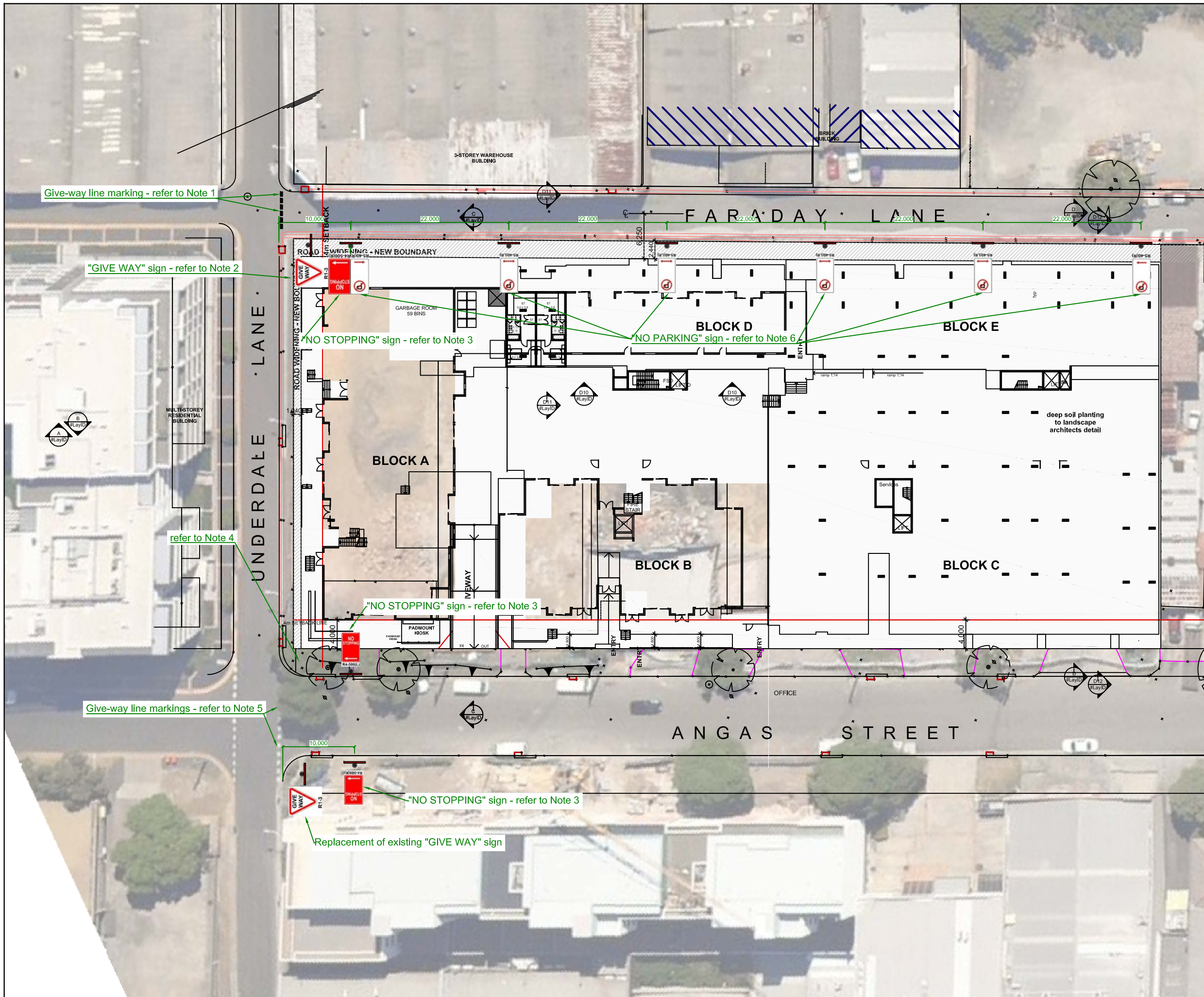
- a) That Council approve the installation of 'No Parking' signage for 120m along the Faraday Lane frontage of 3-13 Angas Street, between the statutory 'No Stopping' zone (10m from the intersection of Underdale Lane) to the end of the cul-de-sac.
- b) That Council approve the implementation of 'Give Way' line marking and signage on Faraday Lane at the intersection of Underdale Lane.

ITEM 4: ANGAS STREET SIGNAGE PLAN ATTACHED



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND		NEW SIGN INVENTORY			
		NO	TYPE	ARROW	TIME OPERATIONS
UNR - Unrestricted	Ticket - Metered Parking				
NSt - No Stopping	1P - One hour parking				
NP - No Parking	1/4P - 15 minute parking				
LZ - Loading Zone	90d - Angle parking				
BZ - Bus Zone	BS - Bus Stop				
TZ - Taxi Zone	MC - motorbike parking				
DP - Disabled Parking	Ch - Chainage				
RP - Resident Parking	PP - Power pole				

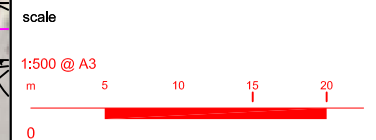


- no. revision note
- 1) Give-way line markings are to be provided in accordance with Austroads Part 10; Traffic Control and Communication Devices (6.4.2). A give-way line is a line at least 300mm wide x 600mm long separated by 600mm gaps marked across an intersection approach controlled by a give-way.
 - 2) "GIVE WAY" sign is recommended to be provided.
 - 3) "NO STOPPING" sign is required 10 metres from the end of Underdale Lane.
 - 4) Not required to provide a "GIVE WAY". AS1742.2 - the sign shall be positioned on the left side of a two-way roadway, facing approaching traffic and at, or as close as practicable to, the point where approaching vehicles are required to stop.
 - 5) Give-way line markings are to be refreshed and maintained in accordance with Austroads Part 10; Traffic Control and Communication Devices (6.4.2)
 - 6) Council has confirmed that no parking is allowed along Faraday Lane. Provide "NO PARKING" signs to conform with Councils request.

Schedule of Signs



client
Faraday Lane Development Pty Ltd



project
3-13 ANGAS STREET,
MEADOWBANK NSW 2114

drawing prepared by
TRAFFIX
traffic and transport planners
suite 3,08 46a madley street
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traffix
traffic & transport planners

drawing title
Overview
Signage and Linemarking Plan

drawn: VD checked: JM date: 21-11-2014

project no. 14.075 drawing phase. - drawing no. TX.01 rev B

RYDE TRAFFIC COMMITTEE

Thursday 29 January 2015

ITEM NO. 5

SUBJECT: BALACLAVA ROAD, EASTWOOD – RELOCATION OF THE EXISTING BUS ZONE

STATE ELECTORATE: RYDE

CCL WARD: WEST

REF: HELPDESK 7743

N FARD

REQUEST:

Council has received a written request to relocate the existing 'J' steam outside No.37, Balaclava Road, Eastwood, closer to the newly constructed bus shelter.

CONTEXT:

1. The bus stop outside number 37 Balaclava Road was recently upgraded with addition of a bus shelter. The new shelter was installed outside No. 41 Balaclava Road due to footpath width and site visibility constraints outside No.37 Balaclava Road.
2. It is noted that the current J steam is 31 metres away from the newly constructed shelter and it will need to be relocated so that the shelter can service the stop.
3. The length of the existing Bus Zone is currently 32 metres flanked by a 'No Stopping' zone associated with a splitter island on the eastern approach and a statutory 'No Stopping' zone on the western departure.
4. Relocating the 'J' steam 8 metres west of the newly constructed bus shelter will bring the bus stop as close as possible to the bus shelter and a safe distance away from the splitter island.
5. For this arrangement to work, the existing 'No Stopping' zone on the eastern side of the Bus Zone will need to be relocated 5 metres east of the newly constructed bus shelter.
6. The possibility of removing or relocating the splitter island is being investigated by Council's staff. Should the investigation reveal the relocation of the splitter island is feasible the 'J' steam can be relocation immediately outside the bus shelter. 'J' steam

LEGISLATION, STANDARDS AND GUIDELINES:

ARR Part 12 Division 6 Rule 195 Stopping at or near a Bus Stop

ARR Part 12 Division 2 Rule 167 No Stopping signs

ROAD FUNCTION:

Sub-Arterial

CONSULTATION:

STA supports the proposal

DISCUSSION:

Following an investigation, and considering the key issues of bus accessibility and pedestrian safety at splitter islands, Council recommends relocating the existing J steam outside No.37, Balaclava Road, Eastwood, 8 metres west of the newly constructed bus shelter.

Council also recommends relocating the existing 'No Stopping' zone 5 metres east of the newly constructed bus shelter, as shown in **Annexure A**. This is to enable buses to pull over with close proximity of the new bus shelter without infringing on the splitter island.

COMMITTEE RECOMMENDATION:

That Council adjust the Bus Zone and 'No Stopping' restrictions outside No.37, Balaclava Road, Eastwood, as follows:

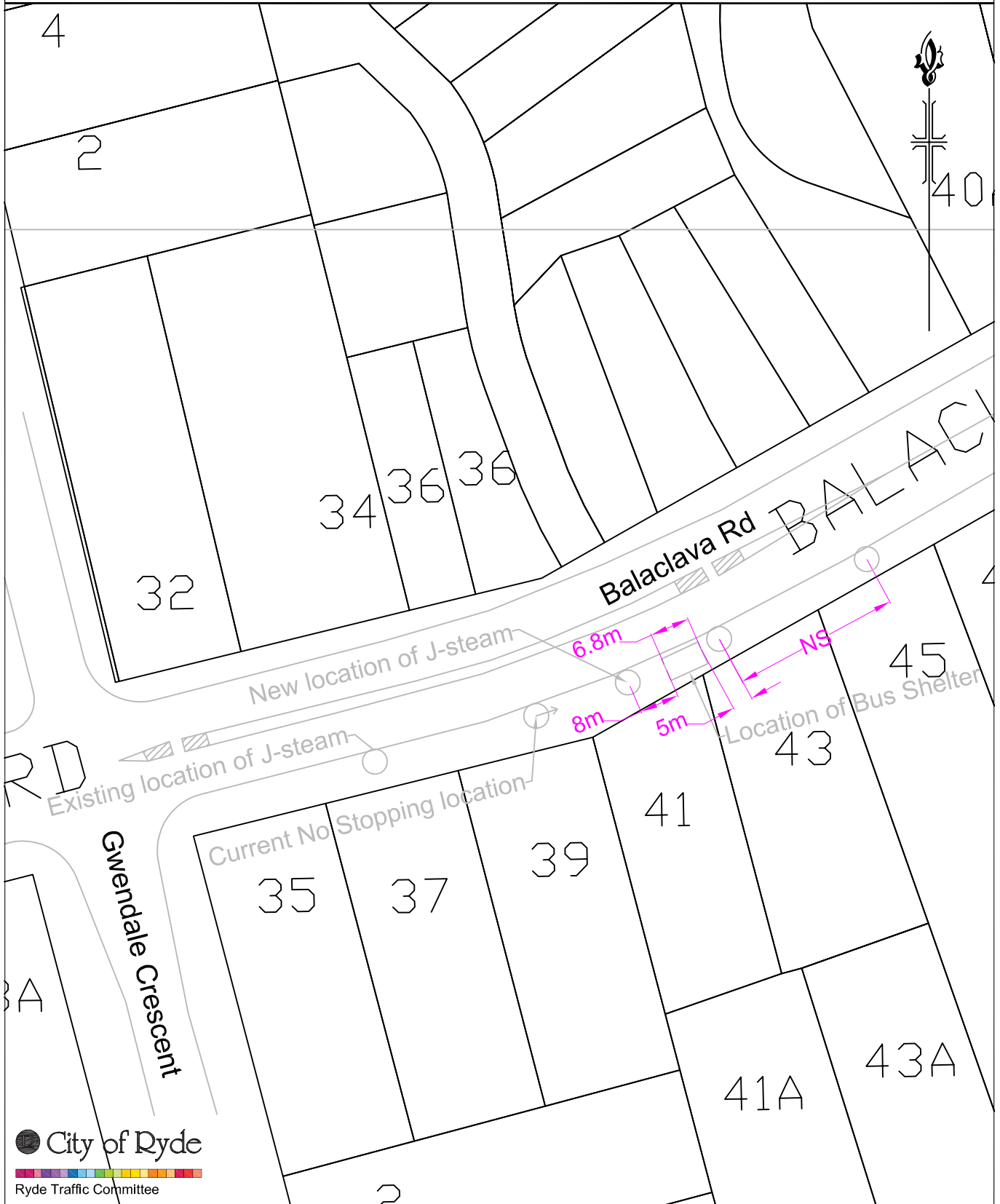
- a) Bus Zone: relocated 8 metres west of the newly constructed bus shelter.
- b) 'No Stopping' zone: 5 metres east of the newly constructed bus shelter.

(Annexure A attached)

RYDE TRAFFIC COMMITTEE

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- c) Should the removal/relocation of the splitter island be deemed feasible in future the 'J' stream is to be relocated directly outside the newly constructed bus shelter.



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND

- UNR - Unrestricted
- NS - No Stopping
- NP - No Parking
- LZ - Loading Zone
- BZ - Bus Zone
- TZ - Taxi Zone
- DP - Disabled Parking
- RP - Resident Parking
- Ticket - Metered Parking
- 1P - One hour parking
- 1/4P - 15 minute parking
- 90d - Angle parking
- BS - Bus Stop
- MC - motorbike parking
- Ch - Chainage
- PP - Power pole

NEW SIGN INVENTORY

NO	TYPE	ARROW	TIME OPERATIONS
	NS	L	Location shifted

RYDE TRAFFIC COMMITTEE

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ITEM NO. 6

SUBJECT: ANGAS STREET, MEADOWBANK – ADDITION TO RESIDENTIAL
PARKING SCHEME ZONE 8

STATE ELECTORATE: RYDE

CCL WARD: CENTRAL

REF: BP14/1126

K HO

REQUEST:

The purpose of this report is to further update Council on the matters to be investigated in relation to Council resolutions from 23 September 2014 to take the following:

- (a) The need for a pedestrian refuge along See Street (to be tabled at March Traffic Committee)
- (b) Extending the time restrictions on the existing 1/4P parking to include the Scout Hall operating hours (previously tabled at the Traffic Committee, 27 November 2014)
- (c) A resident parking scheme for Angas Street, extension of zone 8 (purpose of this report)

CONTEXT:

1. See Street is an 11m wide road and of 380m length, with a pedestrian refuge located at the Constitution Road intersection.
2. A Residential Parking Scheme (RPS) was proposed for Angas Street as part of an item in July 2008 but was not included due to lack of response from residents.
3. Angas Street has 2P parking restrictions on the north side providing for six (6) on-street parking spots, 1/4P parking restrictions on the south side providing for two (2) short-term parking spots and three (3) unrestricted parking spots on the south side.
4. Angas Street has 8m wide road, as such it is appropriate for RPS on both sides of the street as per Council's Resident Parking Scheme Policy.

LEGISLATION, STANDARDS AND GUIDELINES:

ARR Part 12 Division 7 Rule 205A Parking outside times indicated

ROAD FUNCTION:

Local

CONSULTATION:

Affected residents were consulted, majority supported proposal

DISCUSSION:

At the Ryde Traffic Committee held in July 2008, a report was tabled to include Stone Street, (between Bowden and See Streets), McPherson Street, (between Bowden and Mellor Streets), Forsyth Street, (between Victoria Road & McPherson Street), Angas Street, (between Constitution Road and See Street), and See street, (between McPherson Street and Constitution Road) to a newly created RPS Zone 8.

The residents' reasons for the request were as follows:

- Difficult in entering and exiting their driveways;
- Vehicles blocking driveways preventing residents from exiting their property;
- Vehicles parked very close to intersections;
- Inability of residents and their visitors to park within reasonable proximity to their premises.

Angas Street was considered and 3 properties were consulted of which 1 replied. This was below the 51% threshold of the minimum response rate as stated in the *Methodology for*

(Annexure A attached)

RYDE TRAFFIC COMMITTEE

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Conducting Resident Parking Surveys (adopted on 16 October 2007); as such it was not included in the zone.

A new request has been made for it to be included in Zone 8 and the affected residential properties have been reengaged.

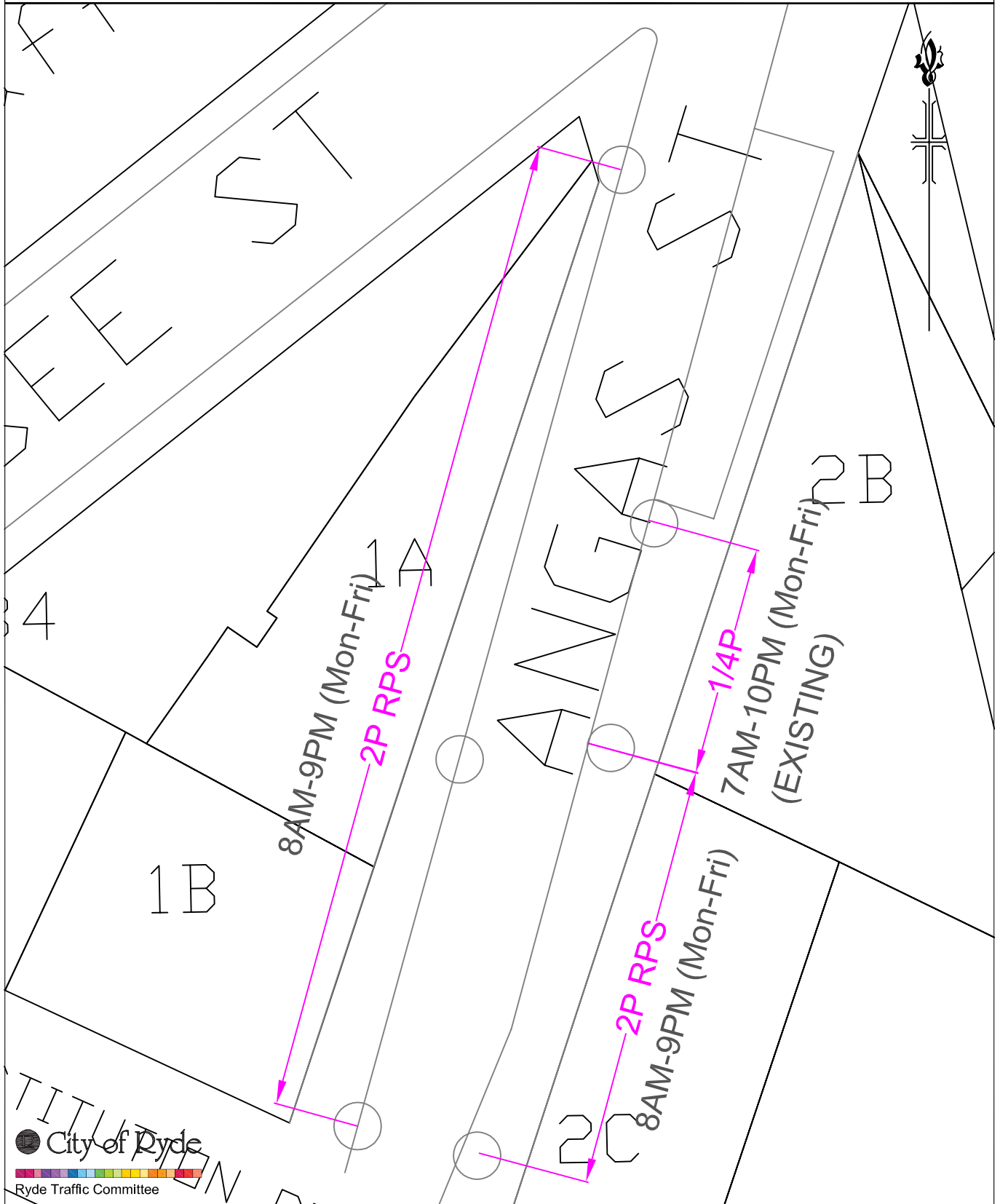
A survey was conducted and residents were consulted and asked if they agreed with the proposed addition of Angas Street to RPS Zone 8. The results were as follows:

Description	No. of Responses
Support adding Angas Street to RPS Zone 8	4
Not Supported	0
No response	1

Majority residential support was attained for the proposal and meets the criteria of 51% response rate.

COMMITTEE RECOMMENDATION:

That Council extend the RPS Zone 8 to include the existing '2P; 8am-9pm; Mon-Fri' on both sides of Angas Street, Meadowbank, from See Street through to the Angas Street Bridge.



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND

UNR - Unrestricted	Ticket - Metered Parking
NSt - No Stopping	1P - One hour parking
NP - No Parking	1/4P - 15 minute parking
LZ - Loading Zone	90d - Angle parking
BZ - Bus Zone	BS - Bus Stop
TZ - Taxi Zone	MC - motorbike parking
DP - Disabled Parking	Ch - Chainage
RP - Resident Parking	PP - Power pole

NEW SIGN INVENTORY

NO	TYPE	ARROW	TIME OPERATIONS
2	2P (RP)	L	8am-9pm; Mon-Fri
2	2P (RP)	R	
1	2P (RP)	BOTH	

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ITEM NO. 7

SUBJECT: BUFFALO ROAD, GLADESVILLE – CHANGE TIME RESTRICTIONS
FOR 1/2P ZONE
STATE ELECTORATE: LANE COVE
CCL WARD: EAST
REF: D14/117217 J SZETO

REQUEST:

Council has received a written request to change the '1/2P; 8:30am-3.30pm; Mon-Fri' Zone along No.18-20A Buffalo Road to '1/4P; 6:30am-3.30pm; Mon-Fri' to provide easier access and greater parking turnover for the adjacent business.

CONTEXT:

1. Currently the parking is restricted to '1/2P; 8:30am-3:30pm; Mon-Fri'.
2. The length of the existing 1/2P Zone is 16m, which is enough to accommodate two (2) vehicles.
3. A takeaway business is located adjacent, where customers are served for short durations with high turnover rates.
4. The business operating hours are 6:30am-3pm; Mon-Fri.
5. It has been reported that vehicles have been parking for extended periods during the early morning before the parking restrictions become active. This has negatively affected the customer access to the business.
6. To accommodate the business operating hours, an additional of two (2) hours is required.

LEGISLATION, STANDARDS AND GUIDELINES:

ARR Part 12 Division 7 Rule 205 Parking longer than indicated
ARR Part 12 Division 7 Rule 205A Parking outside times indicated

ROAD FUNCTION:

Collector

CONSULTATION:

All applicants affected have been consulted and support Council's proposal

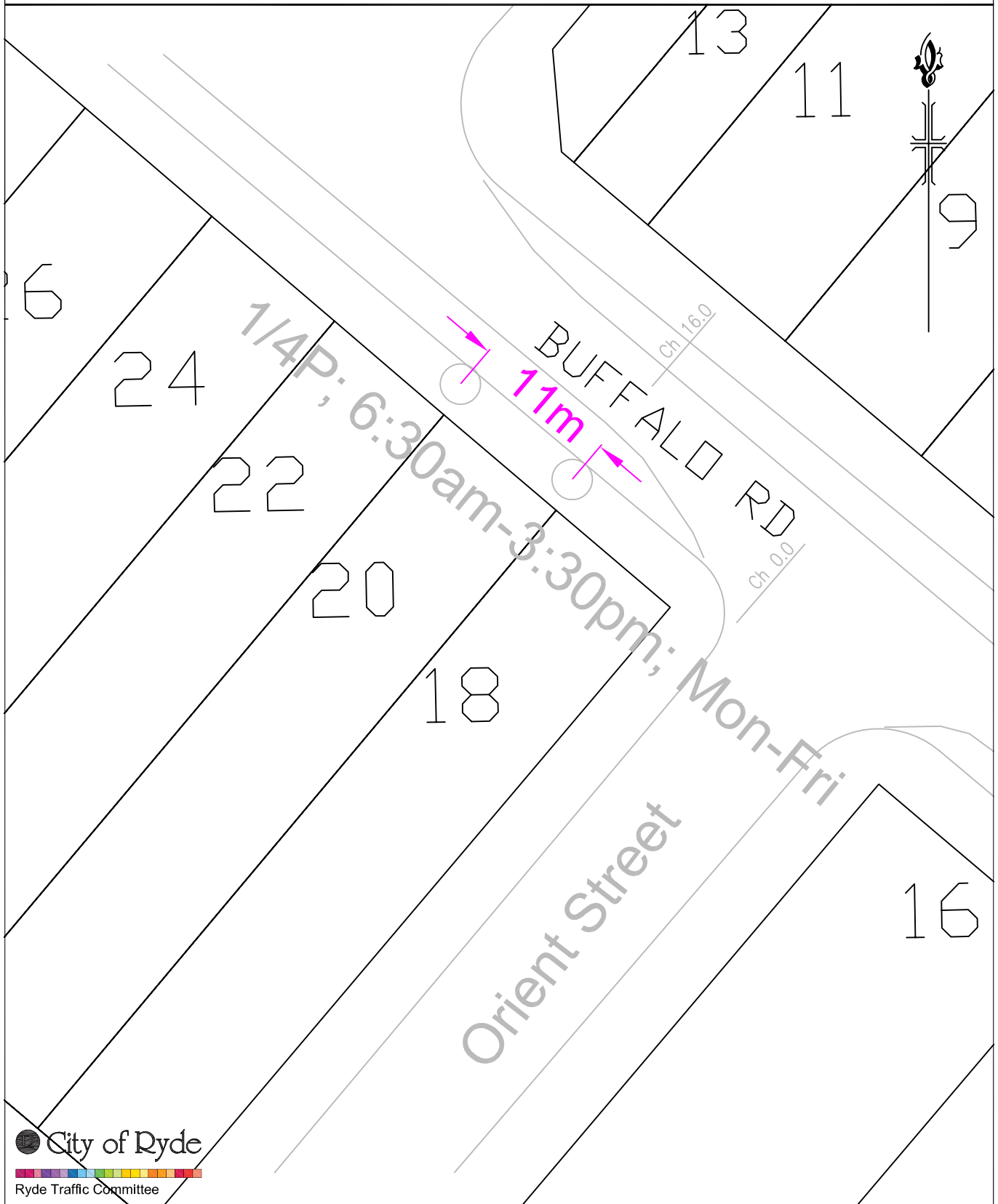
DISCUSSION:

Following an investigation, and considering the key issues of parking needs for customers, Council recommends adjusting the parking restrictions along No.18-20A Buffalo Road, as shown in **Annexure A**. This will assist the adjacent business with more efficient turnover of the parking for customers. Further, this will provide better customer access to the business in the early morning. All immediate properties affected were consulted and support Council's proposal.

COMMITTEE RECOMMENDATION:

That Council adjust the parking restrictions along No.18-20A Buffalo Road, Gladesville, from '1/2P; 8:30am-3:30pm; Mon-Fri' to '1/4P 6:30am-3:30pm; Mon-Fri'.

(Annexure A attached)



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND		NEW SIGN INVENTORY			
		NO	TYPE	ARROW	TIME OPERATIONS
UNR - Unrestricted	Ticket - Metered Parking	1	1/4P	L	6:30am-3:30pm; Mon-Fri
NSt - No Stopping	1P - One hour parking	1	1/4P	R	
NP - No Parking	1/4P - 15 minute parking				
LZ - Loading Zone	90d - Angle parking				
BZ - Bus Zone	BS - Bus Stop				
TZ - Taxi Zone	MC - motorbike parking				
DP - Disabled Parking	Ch - Chainage				
RP - Resident Parking	PP - Power pole				

RYDE TRAFFIC COMMITTEE

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ITEM NO. 8

SUBJECT: BALACLAVA ROAD, EASTWOOD – NO PARKING
STATE ELECTORATE: RYDE
CCL WARD: WEST
REF: CRM1632153

J SZETO

REQUEST:

Council has received a written request to install a 'No Parking' Zone for one (1) car space of the length of 5.4m along the frontage of No.72 Balaclava Road, to assist the resident to reverse into their property.

CONTEXT:

1. There is currently unrestricted parking on both sides along Balaclava Road.
2. The length of Balaclava Road between Corunna Road and Lincoln Street is 370m, which is enough to accommodate 37 vehicles (20 eastbound; 17 westbound).
3. A resident has reported that due to the steep gradient of their driveway, the resident must reverse into their driveway to enter their property.
4. This manoeuvre requires the resident to disrupt the traffic flow along Balaclava Road in order to enter their driveway. This has negatively impacted on traffic flow travelling in the eastbound lane.
5. An on-site manoeuvrability test was conducted to determine the extent of concern for the resident to reverse out of their driveway. This revealed that the manoeuvre reduced sight visibility to oncoming traffic in the eastbound lane.
6. It was determined that a length of 5.4m would be sufficient to provide enough space for the resident to reverse into their driveway, whilst not obstructing traffic flow along Balaclava Road.
7. The resident leaves their property at various times as they have to attend the hospital for emergencies.
8. The installation of a No Parking Zone for the length of 5.4m will not significantly impact on parking along Balaclava Road.
9. The installation of a No Parking Zone will be located outside the property of the resident.
10. The parking is not in high demand in this section of Balaclava Road.

LEGISLATION, STANDARDS AND GUIDELINES:

ARR Part 12 Division 2 Rule 168 No Parking signs

ROAD FUNCTION:

Sub-Arterial

CONSULTATION:

Applicant is the only affected property

DISCUSSION:

Following an investigation, and considering the key issues of safety and traffic flow along Balaclava Road, Council recommends installing a No Parking Zone for the length of 5.4m along the frontage of No.72 Balaclava Road, as shown in **Annexure A** in order to provide assistance for the resident to reverse into their driveway and minimise any delay caused on Balaclava Road from this manoeuvre.

Based on Traffic Data Counts conducted July 2013, it was revealed that:

- The road has an average of 4040 vehicles per day
- The maximum number of vehicles in the peak hour is 552 vehicles, which equates to approximately 9 vehicles per minute.

(Annexure A attached)

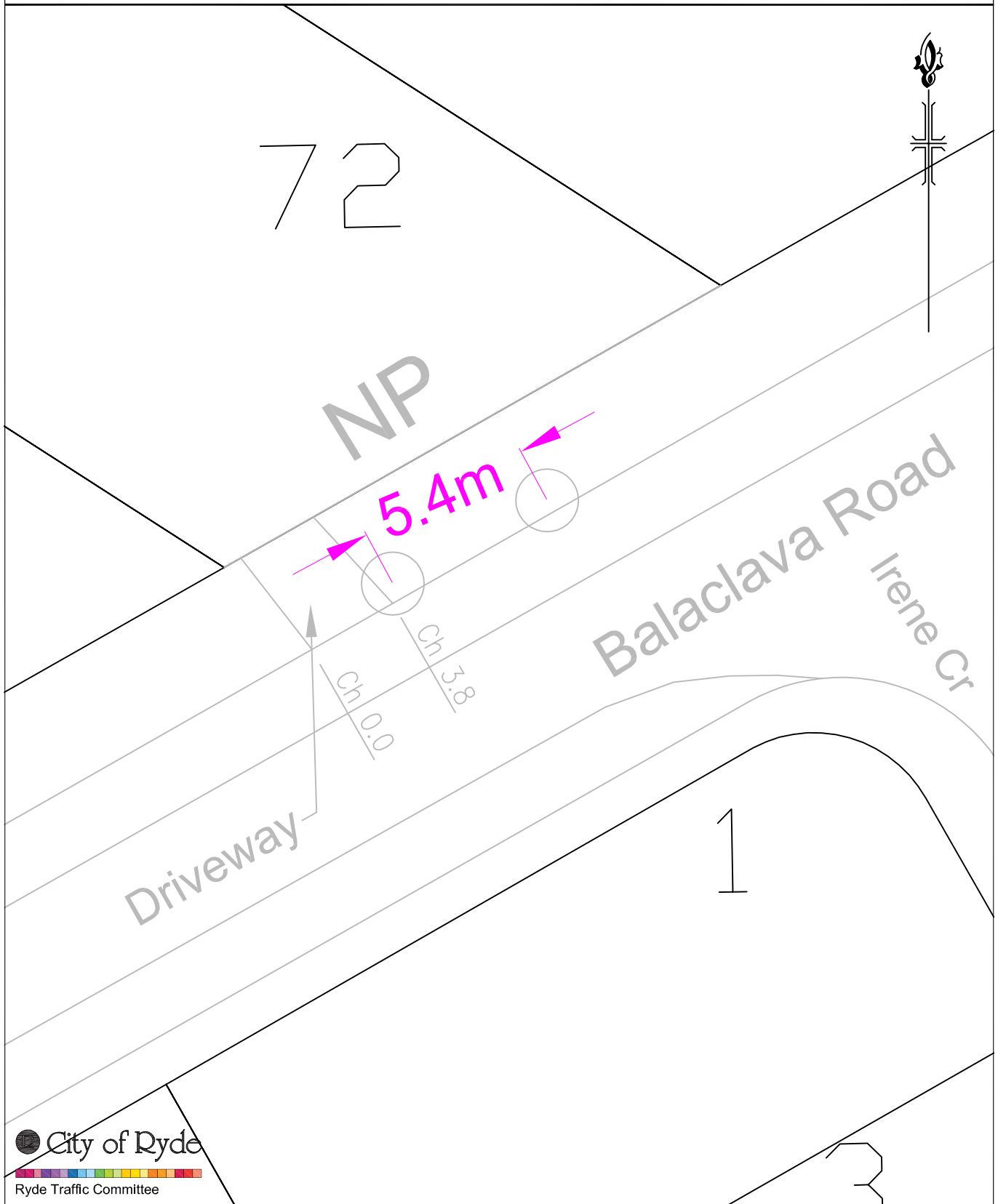
RYDE TRAFFIC COMMITTEE

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Any delay to this frequency will cause significant queueing along Balaclava Road due to proximity of this residence to the intersection of Balaclava Road and North Road.

COMMITTEE RECOMMENDATION:

That Council install a No Parking Zone for the length of 5.4m at the frontage of No.72 Balaclava Road, Eastwood.



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND		NEW SIGN INVENTORY			
		NO	TYPE	ARROW	TIME OPERATIONS
UNR - Unrestricted	Ticket - Metered Parking	1	NP	L	All day
NSt - No Stopping	1P - One hour parking	1	NP	R	
NP - No Parking	1/4P - 15 minute parking				
LZ - Loading Zone	90d - Angle parking				
BZ - Bus Zone	BS - Bus Stop				
TZ - Taxi Zone	MC - motorbike parking				
DP - Disabled Parking	Ch - Chainage				
RP - Resident Parking	PP - Power pole				

SUBJECT: OTHER ITEMS

	STREET	SUBURB	TOPIC
1	ROWE STREET/ MULTIPLE STREETS	EASTWOOD	LUNAR NEW YEAR EVENT: TRANSPORT MANAGEMENT PLAN
2	GRAF AVENUE/ MULTIPLE STREETS	WEST RYDE	EASTER PARADE AND FAIR EVENT: TRANSPORT MANAGEMENT PLAN